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AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning at page 5, line 23, with the following rewritten paragraph:

---Figure 8 is an end view of the actuator and drive shaft as seen generally along line 8-8 in ~~Figure 6~~ Figure 6; and

Please add the following new paragraph after the paragraph ending on line 24 of page 5:

---Figure 9 is a perspective view of a number of pylon arrangements according to the invention installed along a roadway or other area to provide traffic guidance.---

Please replace the paragraph beginning at page 13, line 23, with the following rewritten paragraph:

In operation, when raising of the pylon or pylon 12 from the lowermost position illustrated in Figure 3 is desirable or necessary, the appropriate input command is entered into the control board 55A via a remotely-located control panel (not shown) to energize motor 55 and rotate the drive shaft 18. Upon rotation of the drive shaft 18, the linear drive 54 and pylon 12 translate upwardly relative to drive shaft 18. The respective upper and lower switches or sensors 28 and 28A are mounted on inner tube 14 in axial locations which correspond to the axial position of the magnet 50 when the pylon 12 is in the extended and retracted positions, respectively. Once the pylon 12 has reached the upper position wherein the upper surface of hub 43 abuts or is disposed closely adjacent stop blocks 50A and magnet 50 is axially adjacent upper sensor 28, sensor 28 senses magnet 50 and emits a signal to deenergize motor 55 and stop further upward advancement of the pylon 12 relative to shaft 18. Sensor 28 also indicates that the pylon 12 is in the up or fully-extended position. ~~A grouping As~~ shown in Figure 9, a grouping of pylons 12 in their uppermost raised positions can thus be used to restrict travel within

certain traffic lanes or areas, whether vehicular traffic or pedestrian traffic. In the illustrated embodiment, the approximate height of the pylon 12 in the up position as measured from ground level 19 is approximately 3 feet. The pylon 12 can then be lowered into the retracted position shown in Figure 3 by entering the appropriate input command into the control panel to effectively reverse the polarity of the motor 55, which reverses the rotational direction of drive shaft 18 and causes the pylon 12 and drive 54 to traverse downwardly relative to shaft 18. Once the pylon 12 is has reached the down or lower position wherein magnet 50 is axially adjacent lower sensor 28A, sensor 28A senses magnet 50 and emits a signal to deenergize motor 55. Sensor 28A also indicates that the pylon 12 is in the retracted position. As such, a transitional position of the pylon 12 can be detected when no signal is received from either of sensors 28 and 28A.